IN THE SPECIFICATION:

Page 6, please replace paragraphs 0022 and 0023 with the following:

[0022] Figure 5 shows a schematic representation of another embodiment of the present invention; ~~and~~

[0023] Figure 6 shows a schematic representation of the K0/3 vibration of a brake disc ~~rotor.~~ rotor; and

Page 6, after paragraph [0023], insert the following new paragraph:

[0024] Figure 7 shows an illustration of another embodiment of the invention.

Pages 7-8, please replace paragraphs [0026] and [0027] with the following rewritten paragraphs:

[0026] Figure 3 shows an embodiment of the present invention in which two friction linings 21a' and 21a" are arranged at the friction surface 12A. To improve the pressure, two hydraulically actuated pistons, 31a', 31b' or 31a", 31b" are used per friction lining. In the exemplary embodiment, the pistons are distributed uniformly and arranged in such a way that there is a uniform action over the entire friction surface, especially in the case of an operating friction coefficient of between about 0.40 and 0.45, with the brake disc 11 rotating in the direction of arrow density D, ensuring that there are no local increases in thermal flux density. This can also be achieved, for example, by using eight pistons in conjunction with four linings per application device. To avoid non-uniform distribution of power, a plurality of individual friction linings, each with associated individual application

devices, is preferably used. This can be accomplished by means of single-piston callipers or multiple-piston callipers, in which one or more, preferably two to six, particularly preferably four or six friction linings, are arranged. These friction linings are preferably each pressed into contact by two to four pistons in such a way that uniform pressure is ensured even under the action of the breaking torque, as shown in Figure 7. As described, the friction linings of these brake shoes are advantageously large in the radial direction but comparatively small in the circumferential direction.

[0027] One factor that is ~~not~~ shown is that the at least one application device can furthermore have mechanical and/or electronic compensation elements 40, these being designed in such a way that the application forces are distributed uniformly to a plurality of friction linings using the principle of balanced levers. The result is illustrated schematically in Figure 4. The line of action of the ideal pressure with the brake disc 11 rotating in the direction of arrow D and a given friction coefficient μ is denoted by Wi. The line of action of the piston is denoted by Wk. The energy ε introduced by the action of the piston is controlled in such a way as a function of the friction coefficient μ that the ideal pressure described is achieved. An equilibrium at the individual brake shoe and thus an improvement pressure between the brake disc rotor and the brake shoes can also be achieved by using friction linings with a compressibility of over 1 μm/bar brake fluid pressure and/or an intermediate layer, provided between the friction linings and the application device, with a compressibility of over 1 μm/bar brake fluid pressure.